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11:10 P.M. DAILY—F. F. V. Limited—Solid train for Cincinnati, Pullman Sleepers to Cincinnati, Lexington and Louisville without change; open for occupancy at 9:00 p. m. Pullman Sleeping Car to Virginia Hot Springs (connection for Hot Springs Va., daily), without change, Tuesdays, Thursdays and Saturdays. Observation Car from Hinton to Huntington. Sicepers Cincinnati to Chicago and St. Louis.

2:20 P.M. DAILY—For Gordonsville, Charlottesville, Staumton and for Richmond daily, except Sunday.

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H. W. FULLER, de7-30d

General Passenger Agent.

Schedule in effect December 4, 1898, trains arrive at and leave from Pennsylvania Soluthern Railway.

Schedule in effect December 4, 1898.

All trains arrive at and leave from Pennsylvania passenger station.

8.12 A.M.—Daily.—Local for Danville, Charlotte and way stations Connects at Manassas for Strasburg and Harrisconburg drily, and at Lynchburg with the Norfolk and Western daily.

11.15 A.M.—Daily.—THE UNITED STATES FAST MAIL. Pulman Sleepers, New York and Washington to Jacksonville, uniting at Salisbary with Sleeper for Asheville and Hot Springs, N. C.; Knoxville, Chartanooga and Memphis, Tenn., and at Charlotte with Sleeper for Augusta. Sleeper New York to New Orleans, uniting at Charlotte with Sleeper for Birmingham. Connects at Lynchburg with C. & O. for Lexington daily except Sunday, and Natural Bridge daily. Solid train Washington to New Orleans without change. Dinlag Car service. Samzet Personally Conducted Tourist Excursion Sleeper on this train every Wednesday and Saturday to San Francisco without change.

4:91 P.M.—Local for Frant Royal, Strasburg and Harrisonburg, daily, except Sunday.

4:51 P.M.—Daily.—Local for Charlottesville, 19:45 P.M.—Daily.—WASHINGTON AND SOUTHWESTEIN VENTIBULD LIMITED, composed of Pullman Vestibuled Sleepers, Dining Cars and Day Coaches, Sleepers New York to Nashville, Tenn., via Asheville, Knoxville and Chattanooga; New York to Tampa, via Charlotte, Clumbin, Savannah and Jacksenville; New York to Mashville, Tenn., via Asheville, Knoxville and Chattanooga; New York to Nashville, Tenn., via Asheville, New York and Washington to Augusta, with connection for Aiken, and New York to New Gleans, via Atlanta and Montgomery. Vestibuled Day Ceach Washington to Aigusta, with connection for Aiken, and New York to New Gleans, via Atlanta and Montgomery. Vestibuled Day Ceach Washington to Aigusta, with connection for Aiken, and New York to New Gleans, via Atlanta and Montgomery. Vestibuled Day Ceach Washington to Aigusta, and 6:25 p.m. daily and 4:45 p.m. daily, except Sunday, from Herndon, 8:34 a.m. daily, except Sunday, from Leasburg.

Through trains from the sout

harlettesyme. Tickets, sleeping car reservations and other information turnished, and laggage called for and checked from Hotels and tesidences by Union Transfer Company, on orders left at Ticket Offices 7.5 Fifteenth st. n.w., 511 Femsylvan a avenue n.w., and at Pennsylvania Passeager Station, Telephone call 1441 for Pennsylvania Railroad Cabservice.

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10:55 A.M. FAST LANE.—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg.

3:30 P.M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Interisburg to St. Louis, Nashville (via Chicamath) and Chicago.

7:20 P.M. WESTERN EXPRESS.—Pullman Siceping Car to Pittsburg and Chicago. Dining Car to Chicago.

7:20 P.M. WESTERN EXPRESS.—Pullman Siceping Car South Western Express.—Pull-

1.) Chicago,) P.M. SOUTHWESTERN EXPRESS.—Pull-man Siceping Cars Washington to Pittsburg and Harrisburg to St. Louis, Cleveland and Cincin-nati. Dining Car.

man Steeping Cars Washington to Pittsburg and Harrisburg to St. Louis, Cleveland and Cincinnati. Dining Car.

10:40 P.M. PACIFIC EXPRESS.—Pullman Steeping Car to Pittsburg.

7:50 A.M. for Kane, Canandaigna, Rochester and Niagara Falls daily, except Sunday.

10:50 A.M. for Elmin and Renovo daily, except Sunday. For Williamsport daily, 3:30 P.M.

7:20 P.M. for Williamsport daily, 3:30 P.M.

7:20 P.M. for Williamsport, Rochester, Eric, Buffalo and Magara Falls daily, except Saturday, with Steeping Car Washington to Rochester, Enfalo and Magara Falls daily, Pullman Sleeping Car Washington to Rochester, Satu.days only.

FOR PHHADELPHIA, NEW YORK AND THE 4:00 P.M. "CONGRESSIONAL LIMITED," daily, all Parlor Cars, with Dining Car from Baltimore, Regular a, 7:00 (Dining Car, 7:20, 9:00, 10:00 (Dining Car, 7:20, 9:00, 10:00 (Dining Car from Wilmington) A.M., 12:45, 3:15, 4:20 (Dining Car from Wilmington) Car from Wilmington Car from Wilmington Car from Milmington Car, 7:20, 9:00, 11:00 (Dining Car from Baltimore), 6:50, 10:00, and 11:50 P.M. On Sunday, 7:00 (Dining Car, 7:20, 9:00, 11:00 (Dining Car from Baltimore), 6:50, 10:00, and 11:50 P.M. For Philadelphia only, Fas Express, 7:50 A.M. week-days, Express, 12:15 P.M. week-days, 2:01 and 5:40.

only, Fns. Express, 7:50 A.M. week-days, Fxpress, 12:15 P.M. week-days, 2:01 and 5:40
P.M. daily.
For Boston Althout change, 7:50 A.M. week-days,
and 4:20 P.M. daily.
For Baltimore, 6:20, 7:00, 7:20, 7:50, 9:00, 10:00,
10:50, 11:00 F.M., 12:15, 12:45, 12:58, 2:01,
3:15, 3:30 (4:00, Limited), 4:20, 4:36, 5:40,
6:15, 6:50, 7:20, 10:90, 10:40, 11:75, and 11:50
P.M. Or Sunday, 7:00, 7:20, 9:00, 9:05, 10:20,
11:00 A.M., 12:15, 1:15, 2:01, 3:15, 3:30 (1:00,
10:40, and 11:50 P.M.
For Pope's Creek Line, 7:50 A.M. and 4:36 P.M.
week-days.
For Amapo's, 7:00, 9:00 A.M., 12:15 and 5:40

For Pape's Creek Line, 7:50 A.M., and 4:36 P.M. week-days.

For Annape's, 7:60, 9:90 A.M., 12:15 and 5:40 P.M. daily, except Sunday. Sundays, 9:00 A.M. an 5:40 P.M.

Express for Florida and points on Atlantic Coast Line, 4:5 A.M., 3:46 P.M. daily; Richmond only, 11:45 A.M. week-days; Atlanta Special, via Richmond and Seaboard Air Line, 5:00 P.M. daily. Accommodation for Quantico, 7:45 A.M. SEASHORE CONNECTIONS.

For Atlantic City (via Delaware River Bridge, allrail route), 3:15 (4:00 "Congressional Limited") P.M. daily. Via Market Street Wharf, 10:00 and 11:00 A.M., 12:45 P.M. week-days, 11:50 P.M. daily.

For Cape May, 11:00 A.M. week-days, 11:50 P.M. daily. daily.

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BALTIMORE AND OHIO RAILROAD.

BALTIMORE AND OHIO RAILROAD.

Schedule in effect Nov. 20, 1898.

Leave Washington from station, corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited trains 11:65, 11:25 a.m., 8:05 p.m.

For Cinchasatt, 8t. Louis and Indianapolis, Express, 12:05 night.

For Pittsburg and Cleveland, express daily 11:05 a.m. and 8:40 p.m. (Pittsburg only), 11:55 p.m. For Columbus, Toledo and Detroit, 12:95 night.

For Pittsburg and Cleveland, express daily 11:05 a.m. and 8:40 p.m. (Pittsburg only), 11:55 p.m. For Columbus, Toledo and Detroit, 12:95 night.

For Winchester and way stations, 19:00 a.m., 13:40 and 15:30 p.m.

For New Orleans, Memphis, Birmingham, Chattanoga, Khoaville, Bristol and Roanoke, 10:45 p.m. daily, sleeping cars through.

For Baltimore, week days, 5:00, 6:30, x7:05, x7:10, x7:30, x8:00, 8:30, x9:30, x10:00 a.m., x12:05 m., 12:15, x1:15, x1:15, x3:00, x3:30, x10:00 a.m., x12:05 m., 12:15, x1:15, x1:15, x3:00, x3:00, x3:00, x3:00, x3:00, x3:00, x10:00, 11:15, x1:15, p.m. and x2:00 night.

For Minapolis, 7:10, 8:30 a.m., 12:15 and 5:30 p.m. For Boyd and way points, week days, 9:00 a.m., 11:25, 4:30, 5:30, p.m. Sandays, 9:00 a.m., x1:15, p.m. For Hagerstown, 11:05 a.m. and 15:30 p.m. For Boyd and way points, week days, 9:00 a.m., 1:15, 7:05 p.m.

For Gaithersburg and way points, week days, 9:00 a.m., 1:15, 7:05 p.m. p.m.
 For Gaithersburg and way points, week days,
 130 a.m., 12:50, 3:15, 4:33, 5:35, 7:05, 11:25 p.m.
 nadays, f. or a.m., 1:15, 4:33, 7:05, 10:15 p.m.
 For Washington Junction and way points, 9:00
 m., 4:30, 5:30 p.m. week days; 9:00 a.m., 1:15

p.m. Sandays.
For Upper Marlboro', †8:30 a.m., †4:30 and †4:35 p.m.
ROYAL ELUE LINE FOR NEW YORK AND PHILADELL'HIA.

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Parlor Cars on all day trains.
For Atlantic City, 10:00 a.m., 12:05 noon, and 1:15 p.m. week days, 12:05 noon Sundays.
For Cape May, 12:05 noon.
† Except Sunday. x Express trains.
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D. B. MARTIN om Sundays. For Upper Marlboro', †8:30 a.m., †4:30 and

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Mgr. Pass. Traffic.
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Washington, D. C.

WASHINGTON, ALEXANDRIA AND MOUNT VERNON RAILROAD.

From station, 13½ street and Pennsylvania ave. In effect November 1, 1858.

For Alexandria, Week days=6:30, 7:04, x7:35, 8 00, 8:35, 8:59, 9:25, 10:90, 11:90, 11:45 a.m., 112:05, 12:20, 114, 1:45, x2:04, 2:40, 3:25, x3:59, 14:15, 4:50, 5:95, 15:20, 5:40, x8:04, 6:30, 7:06, 2:35, 8:00, 9:00, 10:60, 11:20 and 11:59 p.m. Sundays=7:45, 9:00, 9:45, 10:30, 11:15 a.m., 12:00 soon, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:09, 6:45, 7:30, 8:15, 9:00, 10:00, 11:20 and 11:50 p.m. o.m. Sundays-9:00 a.m., 12:00 noon, 2:15, 3:45, 6:45

and 9:00 p.m. For Arlington and Aqueduct bridge (week days)— 8:00, 8:59, 10:00, 11:00 a.m., †12:05, 12:20, 1:14, 2:04, 2:40, †3:25, 4:15, 5:20, 6:04, 7:06 and 8:00 2:04, 2:05, 13:25, 2:05, 3:05, 3:05, 3:05, 3:11:15 a.m., 12:00 noon, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30 and 8:15 p.m.

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FOREIGN POSTAL SERVICE WASHINGTON, D. C., POST OFFICE NOTICE. Should be read daily, as changes may occur a

WASHINGTON, D. C., POST OFFICE NOTICE.

Should be read daily, as changes may occur at any time.

FOREIGN MAILS are forwarded to the ports of sailing daily, and the schedule of closings is arranged on the presumption of their uninterrupted overland transit. For the week ending December 17 the last connecting closes will be made from this office as follows:

TRANSATLANTIC MAILS.

FRIDAY—(b) At 7:20 P.M. for EUROPE, per s.s. Umbria,* from New York, via Queenstown, Letters for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT and BRITISH INDIA mast be directed "Per Umbria," (b) At 9:20 P.M. for FRANCE, EWITZERLAND, ITALY, SPAIN, PORTUGAL, TURKEY, EGYPT and BRITISH INDIA, per s.s. La Champagne,* from New York, via Havre, Letters for other parts of EUROPE mast be directed "Per La Champagne," (c) At 11:10 P.M. for NETHER, LANDS direct, per s.s. Werkendam, from New York, via Rotterdam. Letters must be directed "Per Werkendam," (c) At 11:10 P.M. for ITALY, per s.s. Kańser Wilhelm II, from New York, via Naples, Letters must be directed "Per Kniser Wilhelm II." (c) At 11:10 P.M. for SCOTLAND direct, per s.s. Ethiopia, from New York, via Glasgow, Letters must be directed "Per Kniser Wilhelm II." (c) At 11:10 P.M. for SCOTLAND direct, per s.s. Ethiopia, from New York, via Glasgow, Letters must be directed "Per Ethiopia."

PRINTED MATTER, ETC. German steamers sailing from New York on Tuesdays take printed matter, etc., for other parts of EUROPE. American and White Star steamers sailing from New York on Tuesdays take printed matter, etc., for other parts of EUROPE. American and White Star steamers sailing from New York on Tuesdays take printed matter, etc., for other parts of EUROPE. American and White Star steamers sailing from New York on Wednesdays, German steamers from New York on Saturdays take printed matter, etc., for other parts of EUROPE. American and Europe Star and Canard, French and German Steamers from New York on Saturdays take printed matter, etc., for all countries for which they are advertised to

Mails for alternative there will at 3:20 P.M. (a)

Mails for CUBA close here daily at 3:05 P.M. for forwarding by steamers sailing from Post Tampa, Fla., Mondays, Thorsdays and Saturdays. (d)

Mails for MEXICO overland close here daily at

Fig., Mondays, Thursdays and Saturdays. (d)
Maths for MEXICO overland close here daily at
7:10 A.M. (d)
TRANSPACIFIC MAHS.
Mails for CHINA, JAPAN and HAWAH, per s.s.
Gaelic, from San Francisco, close here daily at
6:35 P.M. up to December 18. (d)
Mails for AUSTRALIA descent those for West
Australia, which are forwarded via Europe). NEW
ZEALAND, HAWAH, FIJI and SAMOAN ISLANDS, per s.s. Alameda, from San Francisco,
close here daily at 6:35 P.M. up to December
24 (d)
Mails for the SOCIETY ISLANDS, per ship Tropic
Pird, from San Francisco, close here daily at
6:35 P.M. up to December 25. (d)
Mails for CHINA and JAPAN per s.s. Empress of
India, from Vancouver, close here daily at 6:25
P.M. up to December 26, (d)
Mails for CHINA and JAPAN, per s.s. Victoria,
from Tacoma, close here daily at 6:25 P.M. up to
January 2, 1869. (d)
Mails for HAWAH, per s.s. Australia, from San
Francisco, close here daily at 6:35 P.M. up to
January 5, 1890. (d)
Mails for AUSTRALIA (except those for West
Australia), NEW ZEALAND, HAWAH and FIJI
ISLANDS, per s.s. Warrimoo, from Vancouver,
close here daily at 6:35 P.M. after December 24
and up to January 5, 1890. (d)
(a) Registered mails close at 1:00 P.M. same
day.
(b) Registered mails close at 1:00 P.M. same day.
(b) Registered mails close at 1:00 P.M. same day.
(c) Registered mails close at 6:00 P.M. same day, (d) Registered mails close at 6:00 P.M. previous JAMES P. WILLETT, Postmaster.

OCEAN TRAVEL.

American Line. | FAST EXPRESS SERVICE. |
| NEW YORK - SOUTHAMPTON - LONDON. |
| Salling Wednesdays at 10 A.M. |
St. Paul.	Dec. 21	St. Paul.	Jan. 11
St. Louis	Dec. 28	St. Louis	Jan. 18
Paris	Jan. 4	Paris	Jan. 25

Red Star Line.

NEW YORK—ANTWERP.

Friesland. Dec. 21 Kensington. Jan. 11
Southwark. Dec. 28 Noordland. Jan. 18
Westernland. Jan. 4 Friesland. Jan. 25
INTERNATIONAL NAVIGATION COMPANY,
Plers 14 and 15. N. R. Office, 6 Bowling Green.
WASHINGTON OFFICE. 1306 F st. n.w. or
Geo. W. Moss, Agent, 921 Penna. ave. 8e27 HOLY LAND, ROUND THE WORLD, EUROPE.— Clark's parties leave Jan. 21, Feb. 4, 18, for Nile, Palestine, etc. Round the World, Jan. 9; Europe, monthly. F. C. CLARK, 111 Broadway, N. Y. 422 Ing.

North German Lloyd,

FAST EXPRESS SERVICE.

SOUTHAMPTON. LONDON. BREMEN
Trave, Tu., Jan. 10, 10 A.M., Saale, Tu., Jan. 31, 10 am
Lahn, Tu., Jan. 24, 10 A.M. Trave, Tu., Feb. 7, 10 am
Kaiser Wilhelm der Giosse, Tues., Jan. 3 10 A.M.
OELRICHS & CO., 2 BOWLING GREEN, N. Y. Apply to E. F. DROOP, 925 Pa. ave., Agent for Washington.

FRENCH LINE. Compagnie Generale Transatlantique
Direct Line to Havre - Paris (France).

Salling every Saturday at 10 A.M..

From Pier 42. North river foot of Morton street.
La Champagne. Dec. 17 La Gascogne. Jan. 14
La Normandie. Dec. 24 La Champagne. Jan. 14
La Normandie. Dec. 31 La Bretagne. Jan. 21
First-cla.: passage to Havre. \$65 and apward.

Gen'l Ag'cy for I' S. and Can., 3 Bowling Green, N.Y.

G. W. MOSS, 921 Pennsylvania ave.

BELL & CO., 14.6 G. st. fe12-ly-15

DENTISTRY.

A Holiday Offer for \$3. A good Tooth Crown on a healthy root, which will give a natural tooth. Also, for \$5, we will furnish a material Set of Artificial Teeth. Remember, till January 1, '99, only. Evans Dental Parlors, Established 1880. F ST. N.W.

UNDERTAKERS.

W. R. Speare, Undertaker & Embalmer, 940 F Stree, Northwest. Everythin: strictly first-class and on the tessonable terms Telephone call 340. ja

Made Retroactive by Mistake. By an oversight the House bill relating to negotiable instruments in the District of Columbia was passed by the Senate with a provision that it should take effect September 1, 1898. This date was an appropriate one when the bill was passed by the House, on March 14, but the bill not passing the Senate until the present month it was made retroactive. Although the Supreme Court has held that the retroactive clause of a law enacted under similar circumstances is without effect, the bill relating to negotiable frefruments in the lating to negotiable instruments in the District of Columbia will be changed to go into effect April 1 next.

Ordered to Manila. In accordance with the policy of the ad-

ministration to replace the volunteer soldiers in the Philippines with regular troops as soon as possible, orders have been issued for the 20th Regiment of regular infantry, at Fort Leavenworth, Kan., to proceed to San Francisco and take passage on the transport Scandia for the Philippines. Nothing for Sectarian Schools.

The forthcoming Indian appropriation bill will contain no provision for Indian contract schools of any religious denomination. For the past five years the appropriations for this purpose have been reduced at the rate of 20 per cent each year, and this year no appropriation is

It pays to read the want columns of The Star. Hundreds of situations are filled through them.

THE SENATE ON THE ARMY

Passage of the Military Deficiency

Discussion of Our Attitude Toward of the Philippines,

When the Senate reassembled at 8:30

o'clock yesterday afternoon, after a recess to allow members to attend the funeral of the late Mrs. Bright, Mr. Cockrell continued his speech on the urgent deficiency bill, saying that the Spaniards would soon be out of Cuba, and that as the object of the war was to get the Spaniards out of that island, there was no longer any reason for maintaining a large force under arms. The Cubans were perfectly capable of maintaining a republican form of government, and they should have the right to do so. He said that Spain could not cede the Philippines because she did not possess them. The United States did not want troops to fight the Filipinos, and could not do so without a declaration of war. Replying, Mr. Hale said he had no doubt

that the rank and file of the army abroad had a great desire to return home, and he expressed the opinion that they should be allowed to do so. He argued that there was no menace of war unless it was with the Filipinos, and the only danger there was in our attacking them. It was true that the duty devolved upon the government of the United States of maintaining peace and quiet in Cuba for the present until the Cubans could establish a government of their own. He hoped this would not be long. In response to questions from Mr. Allen, Mr. Hale expressed the opinion that affairs would soon take such shape that the services of the volunteers could be dispensed with. He thought that within the next six months 50,000 or 60,000 soldiers could be mustered out. But this was a matter which should be left largely to the administration. He understood it was the intention to keep about 20,000 men in the Philippines.

Mr. Gorman's View.

Mr. Gorman said he had advocated an amendment to the bill which would provide army to from 25,000 to 50,000 men by July 1 the army authorities he would reserve his amendment until the army bill should come before the Senate. In this connection he paid a high tribute to Adjutant General Corbin and then proceeded to warn the country against the encroachments of the military element. Naturally the army offi-cer wanted to preserve his own importance and maintain his employment, but this was no reason why the private citizen should not zealously guard his own rights. Mr. Gorman conceded that some increase of the army be necessary, but he did not want to encourage the idea that we should keep a sufficient number of men under arms to a sunction number of men under arms to hold in subjugation outlying countries with whose people we have no common ties. He thought coaling stations necessary for the extension of our trade, but announced himseif as opposed to undue expansion by means of conquest.

Mr. Allison's Position.

Mr. Allison expressed sympathy with the lesire to have a large number of the volunteers mustered out, but it must not be forexisted for the immediate reduction of the regular army from 55,000 to 25,000 men. regular army from 55,000 to 25,000 men. He called attention to the importance of a sufficient force to maintain our coast fortincations, saying that General Miles had expressed the opinion that from 14,000 to 16,000 men would be necessary for this purpose. In view of these and other facts he considered it wise to follow the wishes of the President and the miniary authorities in this matter. He was sure there was no purpose to keep the extra force longer than absolutely necessary. The fact must not be absolutely necessary. The fact must not be lost sight of that our affairs in Cuba were in a transitional state, and under the circumstances, with a large number of Spanlards left in the island, nothing was so probable as disturbances. We had agreed to maintain order in Cuba during the unsettled period, and while he hand, this period. tied period, and while he hoped this period would not long continue he for one would

not consent to so reduce our forces as not to be able to make good our pledges

Natives in the Army, Replying to a suggestion, Mr. Allison said the President had no power to muster into our army the natives of any of the various islands unless it should be done by taking them into our regular army organizations. He suggested legislation authorizing the utilization of a large percentage of the local forces in the outlying islands. The problem was one, however, for the committee on military affairs, and had no place on an appropriation bill, and he hoped the present bill would be left intact.

an appropriation bill, and he noped the present bill would be left intact.

Mr. Money said his experience had not been the same as that of other senators who had found regimental and company officers unwilling to assist their men to get out of the army service, but, on the contrary, they were generally anxious to aid them. He thought maried men should generally be relieved from the service.

Mr. Sewell said the War Department had for the past several months been gradually

for the past several months been gradually weeding out soldiers for discharge, and that many thousands had thus been relieved from this duty. He had no doubt that even without legislation 50,000 men would be released within the next six

months. The Bill Passed.

The urgent deficiency bill was then passed. At the instance of Mr. Harris, the Senate dopted a resolution calling upon the President for information as to the status of the report of the Nicaragua commission The Senate then went into executive session, and at 5:06 p.m. adjourned until Mon-

COMMITTEES IN SESSION.

Many Delegations Speak for Rivers and Harbors. The river and harbor committee heard

many delegations yesterday, viz.: A delegation from Boston favoring the proposed broad channel from the inner harbor to the sea; Col. Vance of Ohio in favor of improvements of the Ohio river from Marietta to Cairo; Messrs. Cutshaw, Trigg and Travis of Richmond as to improving the James river up to and into the city; Mr. Brooks of Baltimore as to improving the outlet of the Dismal Swamp; a delegation from Ashtabula, assisted by Senator Hanna and Col. Dick, as to improving Ashtabula harbor; J. B. Chapman as to improving Freeport, Ohio, harbor, and Representatives Steele and Crumpacker relative to improving the harbor at Michigan City, Ind. The House appropriations committee has received an estimate from the Secretary of the Interior for the establishment of a division within that office to attend to Indian territory affairs. The Secretary asks for a chief of division at \$2,250, one clerk at \$1,800, one at \$1,600, two at \$1,200, and one copyist at \$300.

Surgeon General Sternberg, Gen. Greely of the signal service, Col. Carter of the ad-

of the signal service, Col. Carter of the ad-jutant general's office and Maj. Morrison of the judge advocate general's office of the War Department were before the House committee on appropriations yesterday relative to the items required under the legislative appropriation bill. These items are largely increased all along the line owing to the extended new service, in-cluding many civil duties, which the mili-tary arm is called upon to perform.

The Damage to the Massachusetts. Constructor Bowler has made a preliminary report in regard to the injuries sustained by the battle ship Massachusetts in

running upon Diamond reef, New York harbor. He says it is not possible to give an accurate estimate now, but the time occupied in making the repairs will be thirty days. The damage be does not think will be very extensive, judging from what appears on the surface. The bottom is injured from frame 18 to frame 78, but the skin is not punctured. The acting secretary on this report ordered a court of inquiry to meet at the New York navy yard next Monday to fix the responsibility for the accident. The court consists of Cortmodore Picking, Captain Taylor and Castain Cooper, with Lieutenant R. L. Russell as judge advocate. NOMINATIONS CONFIRMED.

Favorable Action Taken on the President's Selections. The Senate yesterday confirmed these

ominations:

S. N. D. North of Massachusetts, member of industrial commission; C. W. Boothby, superintendent of mint, New Orleans; L. L. Souer, collector of internal revenue for the district of Louislana; R. J. Hendricks, appraiser of merchandise, district of Willa mette, Oreg.; F. F. Patterson, assistant collector of customs, Camden, N. J.: F. W. Peck of Illinois, commissioner general, to ternational exposition at Paris; B. D. Woodward of New York, assistant commis-sioner general, international exposition at Paris; F. Brackett of Maryland, secretary of the commission to Paris exposition; Jas. Stone of Ohio, supervising inspector of steam vessels for the ninth district; Col. S. M. Mansfield, corps of engineers, member of California debris commission; J. A. Ockerson, of Missaud, member of California debris commission; J. A. Ockerson of Missaud members. erson of Missouri, member of Mississippi river commission.

Collectors of customs-E. H. Zurhorst Sandusky, Ohio; R. G. Banks, Norfolk, Va.; P. Dippel, Sag Harbor, N. Y.; M. J. Calihan, Genesee, N. Y.; G. L. Smith, Newark, N. J.; J. C. Tawes, eastern district of Maryland; John Morgan, southern district of Oregon; C. B. Crosno, district of Yacuthe Oregon quina, Oreg.

Surveyors of customs—R. W. Burt, Peo-ria, Ill.; S. O. Weeks, Patchogue, N. Y. Postmasters—New York, E. Vreeland, Postmasters—New York, E. Vreeland, Dundee; J. D. Tullar, Jordan; G. L. Thompson, Kings Park; M. Taylor, Schenectady; F. A. Edwards, Holley; E. W. Cushman, Hamilton; Ohio, G. A. McLaughlin, Jamestown; Idaho, R. N. Dunn. Wallace; California, S. J. Brun. Stanford University; Oregon, S. S. Train, Albany; Washington, L. Duboise, Vancouver; Pennsylvania, W. E. Root, Cambridge Springs.

CIRCUMSTANCES ARE CHANGED.

Why Washington's Words Are Not Now Applicable to This Country. To the Editor of The Evening Star:

When General Washington wrote his

farewell address, a century ago, the west-

ern boundary of the nation was the Mississippi river, and on the south the 31st parallel of latitude held us away from the Guif of Mexico and from the mouth of the great river. The thirteen states had just emerged from colonial dependence on Great Britain by the aid of France. In the feeble oudition of the country, at a time when It had just hild aside its swaddling clothes. it was eminently wise to keep out of the quarrel between Great Britain and France We had made peace with Great Britain, and, although France had been our friend in the struggle for independence, it gave her no right to involve us again in war with that power. It was equally the dictate of duty to ourselves, and of right, as between these great powers, to keep out of their quarrel.

And that was what Congral Washington

their quarrel.

And that was what General Washington proposed to do. That was what he meant by advising the people to avoid "entangling alliances" with foreign powers. There was no hint given about the dangers of terriorial expansion; there was then an pending question of buying or conquering foreign At that time nobody-not Washington

himself-nor Dr. Franklin, nor Jefferson-thought that our boundaries would ever go beyond the Mississippl. It was importanthighly so-to have the right of way down the river to its mouth; and Mr. Jefferson, when President, instituted negotiations with France for the purchase of New Orleans and the territory around it, east of the river, from the 31st parallel down to the Gulf of Mexico. He did not want a foot of territory west of the river, and instructed the negotiators accordingly. But Napoleon refused to sell a part unless they took all, s he knew that the great navy of Great Britain would seize it as soon as the ap-proaching war should be declared. So the egotiators, Livingston and Mouroe, agreed to take the whole territory, and apologized to the President for exceeding their in-struction by promising to pay fifteen mions of dollars for an empire three times

flons of dolars for an empire three times as large as France.

Nobody in that day imagined that within a century the United States would have three great states fronting on the Pacific ocean, with numerous cities, one of them a century the United States would have three great states fronting on the Pacific ocean, with numerous cities, one of them four times a sarge as New York then was.

We are now the nearest neighbors to China and Japan, with opportunities for greater commerce with them than all Europe possesses, and beyond the dreams of commercial aspirations a century ago.

And now that the United States has beginned to the campaign of 1876 den ticket and again on the Cleveland ticket and again commercial aspirations a century ago.

And now that the United States has become one of the greatest powers of the arch the rights, the rights, the rights, the rights.

earth, the richest, the least indebted of the earth, the richest, the least indebted of the great powers and with the greatest capacity for raising revenue, there can be no excuse for surrendering the great opportunities which present themselves for expanding the commerce of the country. Even before the war the commerce of the country and the shipping were not far behind those of Great Britain. American commerce is now far greater than it was then, but it is in foreign hands. hands.

hands.

The causes of this turn of affairs are two.
In the first place, when the civil war came
on American shipowners to avoid seizure by confederate cruisers raised the British flag, whereupon Congress passed a law prohibiting their return to the American flug when peace should be made. And about the same time the use of wooden vessels in foreign commerce was abandoned in favor of iron, and English and Scotch shipbuilders had at that time greatly the advantage in cheapness of the iron and the coal used in its manufacture. But now the circumstances are changed again. United States coal and iron are now produced in greater bundance than in Great Britain, and it is probable that American shipbuilding will again take the lead. Our American ship-builders are now building great ironclad battle ships for the nations of the world in

competition with the shipbuilders of Great We have the Sandwich Islands, and it looks like childish folly to throw away the Philippines, now that they have been con-quered. And there is the same benevolent reason for holding them that there was for going to war for the liberation of Cuba from Spanish tyranny. If we abandon the

from Spanish tyranny. If we abandon the Philippines we turn them back to the tender mercles of the same cruel tyrants or to some heardess European oppressor.

They should be allowed to have local self-government under American protection, with freedom of trade with this country; and the trade of those islands with that of Cuba and Forto Rico will be of immense value to this country. These West India islands should never become states of the value to this country. These West India islands should never become states of the Union. Porto Rico is now American territory, but its \$00,000 inhabitants, ninetenths of whom are probably negrees, are not now and will not for generations become such difference a phonth by all the all to the state of the country of the state of the stat such citizens as should be allowed to partic-ipate in the government of the Union. We have enough of that now. DANIEL R. GOODLOE.

INCREASING HIS POPULARITY. Effect of President McKinley's Trip Through the South.

The reception of President McKinley in the south, and the patriotic and fraternal sentiments he expressed in addressing the scuthern people were very fully discussed in the cloak rooms at the Capitol yesterday. The opinion was widely expressed among southern men that Mr. McKinley was adding much to his popularity in the south. where it was already considerable, and that this visit might have a strong in-fluence upon political affairs in the future. It was said that the feeling has been growing in that section that the President understands conditions there, and sympathizes with the southern people to a great extent in the difficulties they encounter in their domestic political affairs. The fact that he refused to make a national issue of the unfortunate race troubles in North Carolina, and made no reference to the matter in his message, it is said, made a very good in his message, it is said, made a very good impression in the south, and probably went further than anything else toward bringing the people in the vicinity of the trouble to a calmer state of mind and toward pre-venting the continuation of the trouble. His visit and sentiments expressed, following close upon the impression which his course had already created, will, it is be-lieved, have a very wide and beneficial in-

To Reorganize the Consular Service Representative Adams of Pennsylvania has introduced a resolution that a day in January be set aside for the consideration of a bill to increase the efficiency of the foreign service of the United States and to provide for the reorganization of the con-sular service. The resolution was referred to the committee on rules.

Mr. Sayers' Telephone Bill.

Former Senator From Ohie Passes Away in New York.

DEATH OF CALVIN S. BRICE

tics and Successful Rust-

For ner United States Senator Calvin S.

Brice died at 8:15 o'clock yesterday after-

noon, at his residence in New York city, of

pneumonia. He contracted a severe cold one week ago. On Friday last he took to his bed, and on Monday morning his physician said that



Calvin S. Brice.

pneumonia had developed. Everything known to medical science was done to save him, but he grew stendily worse.

At Mr. Brice's hedside when he died wer Mrs. Brice, Captain Stewart M. Brice, John Francis Brice, Miss Helen Brice and Miss Kate Brice, Another son, W. K. Brice, is on his way home from China. Mr. Brice was delirious for twenty-four hours before

his death. Many persons of social and public im-portance visited the Brice residence during the afternoon and evening to offer their sympathy. There were also many mes-

Sympathy. There were also many measures from our of town.

Funeral services will be held at the Fifth Avenue Presbyterian Church at noen on Saturday. The remains will be taken to Lima, Ohio, for interment soon after the services. The Brice family plot is in the Presbyterian cemetery there. A cablegram apprising Lieut. Brice of his father's death was sent to Hong Kong yesterday afternoon.

Sketch of His Career. Calvin S. Brice was a native of Ohio and

was born in 1845. He was the son of a Presbyterian minister. Three years before the civil war he entered Miami University, but in 1861 he enlisted in a university company for the war. He served in West Virginia in the 86th Ohio Infantry. In 1863 he graduated from the university and after teaching school for a few months he became captain of a company in the 198th Ohio and served to the end of the war. He then went to Ann Arbor, Michigan, Lew School and afterward was admitted to the bar in Cincinnati. He took an active interest in politics, and in the campaign of 1876 he was an electoral candidate on the Til-

B. Payne, and took his seat March 4, 1891.
In the Senate Mr. Brice became a prominent figure. He was soon made a member of the democratic steering committee, and became also a member of the committee or appropriations. Mr. Brice seldom spoke in the Senate, but was a close observer of everything that was going on, and was al-ways deep in the councils of the party. Mr. Brice served six years in the Senate. being succeeded by Joseph F. Foraker. In Washington he occupied the Corcoran house and gave lavish entertainments. Since his retirement from the Senate he had been in Washington but very little, occupying

himself for the most part with business affairs in New York. Rejected Free Silver Plank.

Until the democratic party adopted free silver as a cardinal principle, Mr. Brice was the leader in his party in Ohio, but after that he did not take an active part in politics.

The announcement of Mr. Brice's death

caused great regret in the Senate, as he was a favorite with nearly all, possessing a fund of good humor, being a good story teller and universally popular with senators on both sides of the chamber. He was admired for his business and political skill and for his abounding good humor, which never left him on any oc-casion. He was largely interested in rail-

way enterprises, was rated a millionaire, and of late had been one of the chief members of a syndicate with large railroad and other concessions in China. He leaves a wife and several grown children. Dr. Wallace Radcliffe of this city has been requested to go to New York to con-duct the services.

THE MEXICAN TREATY. No Extradition Between the Conntries After January 12.

Unless the unexpected happens the United States and Mexico will be without an extradition treaty on the 12th of next month. The situation promises to be one of gravity, and the Mexican border is likely to be a paradise for fugitives from justice and criminals of every description until such time as a new treaty can be agreed upon.

This state of affairs results from the action of the Mexican government in de-nouncing the existing treaty. It was impelled to do this through the refusal of our government to deliver up on extradition proceedings certain Mexicans who had es-caped across the line and were accused by their own government of various offenses of a criminal character. Investigation by our own authorities, however, convinced them that the prisoners were really wanted for political reasons, and, of course, having arrived at that conclusion, our government could not surrender them. The last case of the kind which caused the break was the refusal of the United States authorities to surrender a Mexican named Guerra, who was involved in one of the periodical raids across the border of New Mexico erganized by the leader Garza. The Mexican government never took the view that Garza's movements were political, though he claimed to aim at a revolution. They de-nounced him as a mere brigand, and when some of his followers, like Bonavides, killed some Mexicans in the course of a raid they sought to extradite them for

murder.

Mr. Clayton, the United States minister to Mexico, is endeavoring to make a new treaty, but with the serious difference in principle between the two governments ex-hibited by the above statement his task will

Waiting on the Senate.

The ways and means committee of the House is not disposed to frame a bill for

the modification of the war revenue bill in accordance with the recommendations of Commissioner of Internal Revenue Scott while the finance committee of the Senate occupies its present attitude. Most of the members are in favor of certain modifications, however, but they believe that the amendments desired can best be initiated upon the bill to amend the act which the House sent over to the Senate at the last session, but upon which no action has been taken. Mr. Sayers of Texas has introduced a bill in the House, fixing telephone rates in the District of Columbia. It is similar to that introduced by Senator Nelson yesterday.